

## Trans-Lake Washington Project

### Proposed Alternatives for Multi-Modal Evaluation

Alternative	I-90 Assumptions	SR 520 Proposed Transportation Elements
<b><u>Alternative 1: No Action</u></b>	<ul style="list-style-type: none"> <li>Existing configuration with 3 GP lanes each direction on outer roadway; reversible operations on center roadway</li> </ul>	<ul style="list-style-type: none"> <li>Existing configuration: 2 general purpose lanes in each direction, westbound HOV lane between Evergreen Point and 108<sup>th</sup>, HOV lanes in both directions between I-405 and west Lake Sammamish Parkway</li> <li>No substantial improvements</li> </ul>
<b><u>Alternative 2: Safety and Preservation with I-90 HCT</u></b>	<ul style="list-style-type: none"> <li>Assume configuration of 3 GP lanes and 1 HOV lane in each direction on outer roadway</li> <li>Convert center roadway to LRT, serving Bellevue, Redmond and Kirkland.</li> </ul>	<ul style="list-style-type: none"> <li>Existing configuration: 2 general purpose lanes in each direction, westbound HOV lane between Evergreen Point and 108<sup>th</sup>, HOV lanes in both directions between I-405 and west Lake Sammamish Parkway</li> <li>Replacement of Evergreen Point Floating Bridge</li> <li>Replacement or seismic upgrade to approach spans and Portage Bay viaduct</li> <li>Bicycle/pedestrian facilities corridor wide</li> <li>Aggressive TDM package</li> </ul>
<b><u>Alternative 3: SR 520 HOV and I-90 HCT</u></b>	<ul style="list-style-type: none"> <li>Assume configuration of 3 GP lanes and 1 HOV lane in each direction on outer roadway</li> <li>Convert center roadway to LRT, serving Bellevue, Redmond and Kirkland.</li> </ul>	<ul style="list-style-type: none"> <li>West terminus of HOV at I-5 with direct connection to SB I-5 Express Lanes only</li> <li>East terminus of added HOV lane at SR 202</li> <li>I-405 HOV direct connections in all directions</li> <li>Bus/HOV direct access at South Kirkland Park and Ride lot</li> <li>Bus flyer stop or Bus/HOV direct access at Overlake Transit Center</li> <li>Bus/HOV direct connection to University District</li> <li>Center-lane transit flyer stops where required with pedestrian overpass</li> <li>Full-access I/C at Bellevue Way/Lake Washington Blvd NE; eliminate GP access at 108<sup>th</sup> Avenue NE</li> <li>Bicycle/pedestrian facilities corridor wide</li> <li>Aggressive TDM package</li> </ul>



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## Proposed Alternatives for Multi-Modal Evaluation

Alternative	I-90 Assumptions	SR 520 Proposed Transportation Elements
<b><u>Alternative 4: SR 520 HOV + GP and I-90 HCT</u></b>	<ul style="list-style-type: none"> <li>Assume configuration of 3 GP lanes and 1 HOV lane in each direction on outer roadway</li> <li>Convert center roadway to LRT, serving Bellevue, Redmond and Kirkland.</li> </ul>	<ul style="list-style-type: none"> <li>West terminus of added GP lane at Eastlake/Fairview with HOV direct connections to SB and NB I-5 Express Lanes</li> <li>East terminus of added GP lane at West Lake Sammamish Parkway</li> <li>East terminus of added HOV lane at SR 202</li> <li>Evaluate I-405 HOV direct connections in all directions</li> <li>Bus/HOV direct access at South Kirkland Park and Ride lot</li> <li>Bus flyer stop or Bus/HOV direct access at Overlake Transit Center</li> <li>HOV Direct connection to University District</li> <li>Center-lane transit flyer stops where required with pedestrian overpass</li> <li>Eliminate SR 520 WB Off-Ramp at Harvard/Roanoke</li> <li>Full-access I/C at Bellevue Way/Lake Washington Blvd NE; eliminate GP access at 108<sup>th</sup> Avenue NE</li> <li>Bicycle/pedestrian facilities corridor wide</li> <li>Aggressive TDM package</li> </ul>
<b><u>Alternative 5: SR 520 HOV and SR 520 HCT</u></b>	<ul style="list-style-type: none"> <li>Existing configuration with 3 GP lanes each direction on outer roadway; reversible operations on center roadway</li> </ul>	<ul style="list-style-type: none"> <li>West terminus of HOV at I-5</li> <li>East terminus of added HOV lane at SR 202</li> <li>Evaluate I-405 HOV direct connections in all directions</li> <li>Full-access I/C at Bellevue Way/Lake Washington Blvd NE; eliminate GP access at 108<sup>th</sup> Avenue NE</li> <li>Bicycle/pedestrian facilities corridor wide</li> <li>Aggressive TDM package</li> <li>Fixed guideway transit technology in SR 520 corridor serving Seattle CBD at Westlake, Fremont, Wallingford, U District, Montlake, S. Kirkland, Overlake and Redmond; with branch or shuttle service to Kirkland and Bellevue</li> </ul>



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## Proposed Alternatives for Multi-Modal Evaluation

Alternative	I-90 Assumptions	SR 520 Proposed Transportation Elements
<b><u>Alternative 6: SR 520 HOV + GP and SR 520 HCT</u></b>	<ul style="list-style-type: none"> <li>Existing configuration with 3 GP lanes each direction on outer roadway; reversible operations on center roadway</li> </ul>	<ul style="list-style-type: none"> <li>West terminus of added GP lane at Montlake Boulevard HOV connection to I-5 SB and NB Express Lanes*</li> <li>East terminus of added GP lane at West Lake Sammamish Parkway</li> <li>East terminus of added HOV lane at SR 202</li> <li>Evaluate I-405 HOV direct connections in all directions</li> <li>GP direct connection to University District (Pacific Avenue)</li> <li>Eliminate SR 520 WB Off-Ramp at Harvard/Roanoke</li> <li>Full-access I/C at Bellevue Way/Lake Washington Blvd NE; eliminate GP access at 108<sup>th</sup> Avenue NE</li> <li>Bicycle/pedestrian facilities corridor wide</li> <li>Aggressive TDM package</li> <li>Fixed guideway transit technology in SR 520 corridor serving Seattle CBD at Westlake, Fremont, Wallingford, U District, Montlake, S. Kirkland, Overlake and Redmond; with branch or shuttle service to Kirkland and Bellevue</li> </ul>
<b><u>Alternative 7: SR 520 HOV/BRT</u></b>	<ul style="list-style-type: none"> <li>Existing configuration with 3 GP lanes each direction on outer roadway; reversible operations on center roadway</li> </ul>	<ul style="list-style-type: none"> <li>West terminus at I-5; BRT/HOV direct connection to Eastlake/Fairview (today's I-5 layout)</li> <li>East terminus of added HOV lane at SR202</li> <li>Evaluate I-405 HOV direct connections in all directions</li> <li>BRT transit trunk/feeder service concept, using HOV lanes with 4' buffer separation</li> <li>BRT/HOV direct access at South Kirkland Park and Ride lot</li> <li>BRT flyer stop or BRT/HOV direct access at Overlake Transit Center</li> <li>BRT/HOV direct connection to University District</li> <li>Evaluate South Lake Union busway to downtown Seattle</li> <li>Full-access I/C at Bellevue Way/Lake Washington Blvd NE; eliminate GP access at 108<sup>th</sup> Avenue NE</li> <li>BRT flyer stops as required for increased bus transit service</li> <li>Bicycle/pedestrian facilities corridor wide</li> <li>Aggressive TDM package</li> </ul>



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<b><u>Alternative 8: SR 520 HOV/BRT + GP</u></b>	<ul style="list-style-type: none"> <li>Existing configuration with 3 GP lanes each direction on outer roadway; reversible operations on center roadway</li> </ul>	<ul style="list-style-type: none"> <li>West terminus of added GP lanes and BRT direct connection to Eastlake/Fairview</li> <li>East terminus of added GP lane at West Lake Sammamish Parkway</li> <li>East terminus of added HOV lane at SR 202</li> <li>Evaluate I-405 HOV direct connections in all directions</li> <li>BRT transit trunk/feeder service concept, using HOV lanes with 4' buffer separation</li> <li>BRT/HOV direct access at South Kirkland Park and Ride lot</li> <li>BRT flyer stop or BRT/HOV direct access at Overlake Transit Center</li> <li>BRT/HOV direct connection to University District; evaluate separate or shared GP direct connection</li> <li>Evaluate South Lake Union busway to downtown Seattle</li> <li>Eliminate SR 520 WB Off-Ramp at Harvard/Roanoke</li> <li>Full-access I/C at Bellevue Way/Lake Washington Blvd NE; eliminate GP access at 108<sup>th</sup> Avenue NE</li> <li>BRT flyer stops as required for increased bus transit service</li> <li>Bicycle/pedestrian facilities corridor wide</li> <li>Aggressive TDM package</li> </ul>

